

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐ no ☒

Property Name: Church Creek Survey District Inventory Number: D-654
 Address: Multiple Multiple (Multiple) Historic district: ☐ yes ☒ no
 City: Church Creek Zip Code: 21622 County: Dorchester
 USGS Quadrangle(s): Church Creek
 Property Owner: Multiple Tax Account ID Number: Multiple
 Tax Map Parcel Number(s): Multiple Tax Map Number: 051
 Project: MD 16: Brannock Neck Road to South of MD 335 -- Church Cr Agency: MD SHA
 Agency Prepared By: A&HC for MD SHA
 Preparer's Name: Wendy Zug-Gilbert Date Prepared: 09/20/2002
 Documentation is presented in: Project Review and Compliance Files
 Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
 Criteria: ☐ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
 Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Church Creek Survey District is a small rural village located at the three-way intersection of MD 16 (Church Creek Road), MD 335 (Golden Hill Road), and White Haven Road. The district had its beginnings as a shipbuilding community on navigable Church Creek (for which the town was named) prior to the American Revolution, but organized settlement did not begin until 1786. Once a bustling nineteenth-century marketplace, Church Creek is now nothing more than a collection of residences at a crossroads with a post office, a church, a fire station and no active schools or stores. A vacant tomato cannery is outside the east borough limits hinting at that important mid-twentieth-century industry. There are approximately 83 properties within the survey district, which extends beyond the eastern limits of the borough to include the development up to Brannock's Neck Road. The densest development consists of private dwellings along MD 16, which is the main thoroughfare through town. MD 335 and White Haven Road are less heavily developed. Modern intrusions are scattered throughout in the form of dwellings and community facilities, such as the fire station.

The built environment of the Church Creek Survey District can be divided into four main construction periods: 1) the Shipbuilding Period (1750-1860) featuring one-and-a-half-story Cape Cod type residences; 2) the Seafaring Period (1860-1910) featuring two-story vernacular residences, schools, and commercial construction; 3) the Automobile Period (1910-1950) featuring small one-

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒
 Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Ann Paulino ✓
 Reviewer, Office of Preservation Services

Blanton
 Reviewer, National Register Program

6/26/06
 Date

6/29/06
 Date

200601345

story bungalows and ranchers; and 4) the Modern Period (1950-Present) featuring ranchers, roadway improvements, and modern village facilities. The loss of many of the district's historic structures (school, stores, dwellings) occurred during this last period. Structures from all periods are present within the borough and their numbers increase in quantity from the earliest period to the latest period. Overall, the majority of structures have modern siding on their exterior (aluminum, vinyl, or brick veneer) and feature new roofs, chimneys, and windows. The majority of buildings are vernacular in style with little or no architectural detailing. Most are of frame construction with brick or concrete-block foundations.

The Church Creek Survey District does not retain sufficient architectural or historical integrity to be recommended eligible under any National Register criteria. The town, which had its industrial roots in shipbuilding retains no historic or architectural remnants of that once important industry. The shipbuilding era stretched from the mid-eighteenth century to the early twentieth century (1760-1910). During this period, the town of Church Creek developed and grew through the construction of two shipyards, a steamboat wharf, and numerous residences for shipyard managers, sailors, carpenters, painters, and lumbermen. Stores, schools, churches, and other facilities were built for use by both the Caucasian and African-American populations. Today there is little evidence of this industry or any of its associated structures. The late nineteenth-century depletion of local forests and the country's gradual switch from wooden to metal vessels after the Civil War ended the prominent industry resulting in a damaged local economy, a loss of jobs, and the neglect of existing dwellings. Many of the earlier residences, five of the seven historic stores, and all of the shipbuilding facilities have been removed and/or replaced with modern structures. Of the 83 properties within the district, 53 (or two-thirds) date to the mid-twentieth century or later. These infill additions have resulted in a loss of cohesiveness within the district and have permanently altered its nineteenth-century streetscapes.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

DORCHESTER COUNTY
HISTORIC SITE SUMMARY SHEET

SURVEY No.: D-654

NAME: Church Creek Survey District

LOCATION: Church Creek Road (MD 16), Golden Hill Road (MD 335), and White Haven Road

DATE: 1760-1890

ACCESS: Private and public

DESCRIPTION:

Church Creek is a small rural village located at the three-way intersection of MD 16 (Church Creek Road), MD 335 (Golden Hill Road), and White Haven Road. The district had its beginnings as a shipbuilding community on navigable Church Creek (for which the town was named) prior to the American Revolution, but organized settlement did not begin until 1786. Once a bustling nineteenth-century marketplace, Church Creek is now nothing more than a collection of residences at a crossroads with a post office, a church, a fire station and no active schools or stores. A vacant tomato cannery sits outside the east borough limits hinting at an important mid-twentieth-century industry. There are approximately 83 properties within the historic district, which extends beyond the eastern limits of the borough to include the development up to Brannock's Neck Road. The densest development consists of private dwellings along MD 16, which is the main thoroughfare through town. MD 335 and White Haven Road are less heavily developed. Modern intrusions are scattered throughout in the form of dwellings and community facilities, such as the fire station.

The built environment of Church Creek can be divided into four main construction periods: 1) the Shipbuilding Period (1750-1860) featuring one-and-a-half-story Cape Cod type residences; 2) the Seafaring Period (1860-1910) featuring two-story vernacular residences, schools, and commercial construction; 3) the Automobile Period (1910-1950) featuring small one-story bungalows and ranchers; and 4) the Modern Period (1950-Present) featuring ranchers, roadway improvements, and modern village facilities. The loss of many of the town's historic structures (school, stores, dwellings) occurred during this last period. Structures from all periods are present within the borough and their numbers increase in quantity from the earliest period to the latest period. Overall, the majority of structures have modern siding on their exteriors (aluminum, vinyl, or brick veneer) and feature new roofs, chimneys, and windows. The majority of buildings are vernacular in style with little or no architectural detailing. Most are of frame construction with brick or concrete-block foundations.

SIGNIFICANCE:

The village of Church Creek does not retain sufficient architectural or historical integrity to be recommended eligible under any National Register criteria. The town, which had its industrial roots in shipbuilding retains no historic or architectural remnants of that once important industry. The shipbuilding/seafaring era stretched from the mid-eighteenth century to the early twentieth century (1760-1910). During this period, the town of Church Creek developed and grew through the construction of two shipyards, a steamboat wharf, and numerous residences for shipyard managers, sailors, carpenters, painters, and lumbermen. Stores, schools, churches, and other facilities were built for use by both the Caucasian and African-American populations. Today there is little evidence of this industry or any of its associated structures. The late nineteenth-century depletion of local forests and the gradual switch from wooden to metal vessels after the Civil War ended the prominent industry resulting in a damaged local economy, a loss of jobs, and the neglect of existing dwellings. Many of the earlier residences, five of the seven historic stores, and all of the shipbuilding facilities have been removed and/or replaced with modern structures. Of the 83 properties within the district, 53 (or two-thirds) date to the mid-twentieth century or later. These infill additions have resulted in a loss of cohesiveness within the district and have permanently altered the nineteenth-century streetscapes.

Maryland Historical Trust

Addendum to

Maryland Inventory of Historic Properties Form

Inventory No. **D-654**

Church Creek Survey District

Church Creek Borough, MD 21622

Dorchester County

Private and Public

7. Description

Continuation Sheet 7.1

Past Documentation

In 1975, Michael Bourne of the MHT surveyed the town of Church Creek as well as individually documenting several of its most interesting structures. In that original form, Bourne described Church Creek as a small crossroads town with few buildings, most of which were built along its two linear roads. The structures dated from the late eighteenth to the late nineteenth centuries. Dwellings were described as typical of Dorchester County in that they were either one-and-a-half-story frame structures of the Cape Cod type or two-story vernacular dwellings. He noted that additional buildings of special interest were the late nineteenth-century store buildings, the Methodist Church, and two former schools. He further noted that the town represented a good cross-section of rural architecture in Dorchester County.

Thirteen (13) historic structures were individually identified on Bourne's 1975 form. In a recent field-check (August 2002) their current status was noted, as outlined below.

| <i>MIHP No.</i> | <i>Resource</i> | <i>Address</i> | <i>Status</i> | <i>Condition</i> |
|-----------------|--------------------------------------|----------------------|---------------|-------------------------------------|
| D-41 | Richardson House | White Haven Road | gone | |
| D-150 | Craddock House site | Church Creek Road | gone | |
| D-174 | Herbert House | 1924 Church Creek Rd | extant | good (modern materials) |
| D-175 | Capt. Fooks House | Church Creek Road | gone | |
| D-176 | J. Parker House | 1919 Church Creek Rd | extant | poor (vacant) |
| D-177 | Coulson House | Church Creek Road | gone | |
| D-178 | Stick and Ball House | 1910 Church Creek Rd | extant | good (modern materials) |
| D-179 | M.E. Parsonage | 1903 White Haven Rd | extant | good (modern materials) |
| D-180 | Willis House | 1843 White Haven Rd | extant | poor (additions, modern materials) |
| D-182 | T. Vickers House | 1836 White Haven Rd | extant | excellent (beautifully preserved) |
| D-183 | White Haven | 1823 White Haven Rd | extant | excellent (beautifully preserved) |
| D-184 | Richardson House (with Graveyard) | 1818 White Haven Rd | extant | good (modern materials) |
| D-203 | Cullen House | 1835 White Haven Rd | extant | good (moved from original location) |

Church Creek Survey District

Church Creek is a small rural village located at the three-way intersection of MD 16 (Church Creek Road), MD 335 (Golden Hill Road), and White Haven Road. The district had its beginnings as a shipbuilding community on navigable Church Creek (for which the town was named) prior to the American Revolution. Organized settlement began as early as 1786, but the town was not incorporated until 1867. The core of the village is centered at the above-mentioned intersection where stores, the post office, and other community facilities were historically located. Once a bustling nineteenth-century marketplace, Church Creek is now nothing more than a collection of residences at a crossroads.

Church Creek is composed mainly of residential structures with few commercial or industrial buildings. There is a church, a post office, and a fire station, but no active schools or stores. A vacant tomato cannery sits outside the east

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7. Description

Continuation Sheet 7.2

borough limits hinting at an important mid-twentieth-century industry. The densest development consists of private dwellings along MD 16, which is the main thoroughfare through town. MD 335 and White Haven Road are less heavily developed. There are approximately 83 properties within the historic district, which extends beyond the eastern limits of the borough to include the development up to Brannock's Neck Road. Modern intrusions are scattered throughout in the form of dwellings and community facilities, such as the fire station.

Built Environment of Church Creek

The built environment of Church Creek can be divided into four main construction periods: 1) the Shipbuilding Period (1750-1860) which is characterized by the construction of sailing vessels as the community's main industry – featuring one-and-a-half-story Cape Cod type residences as the common house form; 2) the Seafaring Period (1860-1910) which is characterized by a shift from shipbuilding to other sea-based occupations – featuring the two-story vernacular house form, schools, and commercial construction; 3) the Automobile Period (1910-1950) which is characterized by the beginning of movement away from sea-based occupations toward commuter jobs in other areas – featuring small one-story bungalows and ranchers as the common house form; and 4) the Modern Period (1950-Present) which is characterized by the loss of most of the community facilities, the loss of local jobs, and a population composed of retired persons and commuters – featuring ranchers as the prevalent house form, roadway improvements, and modern village facilities. Structures from all periods are present within the borough and their numbers increase in quantity from the earliest period to the latest period. Overall, the majority of structures have modern siding on their exteriors (aluminum, vinyl, or brick veneer) and feature new roofs, chimneys, and windows. The majority of buildings are vernacular in style with little or no architectural detailing. Most are of frame construction. Earlier structures have foundations of brick; the later are of concrete-block.

The economic heyday of the village was over by the end of the nineteenth century when local forests were depleted and metal vessels, developed during the Civil War, replaced wooden ones. An examination of the existing built environment of the village indicates that it has contracted in size since this period. Lake, Griffing & Stevenson's 1877 atlas (published toward the end of the shipbuilding heyday) indicated there were 68 buildings within the limits of Church Creek. These included approximately 50 primary dwellings (including a parsonage), 4 stores, 2 churches, 2 wheelwright shops, 1 blacksmith shop, 1 storehouse, and 1 school. Of these structures approximately only 20 (or one-quarter of the town's current standing architecture) are extant. Of those 20, Bourne documented 13 dwellings – only 11 of which were on original location since the Craddock House (D-150) was not extant and the Cullen House (D-203) had been moved. At the time of the most recent field check (August 2002) it was noted that only 9 of the 13 were still extant. Thus, the community has experienced a substantial loss of the original building stock and considerable contraction in size.

Historic non-residential structures have also disappeared from Church Creek's streetscape. The post office, blacksmith shop, wheelwright shops, 4 stores, the African-American Church, the steamboat wharf, and shipbuilding facilities that existed in 1877 have all disappeared. The stores were removed for a variety of reasons including improvements to the MD 16-MD 335-White Haven Road intersection in the 1950s (Rue Vickers' store), the construction of the Church Creek

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7. Description

Continuation Sheet 7.3

Fire Station during the 1970s (Sam Jones' store), and the establishment of the park-and-ride lot in the 1980s (J. Linthicum store). The Richardson brothers' stores, which flanked the current post office, post-dated the 1877 atlas and are still extant although neither is currently used for commercial purposes. Two successive 'white' schools have been destroyed, the last of which was replaced with a community park. The town's nineteenth-century African-American schoolhouse is vacant. A mid-twentieth-century tomato cannery is also vacant.

Summary

In summary, Church Creek no longer retains a sense of cohesion or historical integrity in its streetscapes, due to a variety of factors that have destroyed the unity the town may have possessed at one time. Since its shipbuilding heyday, the village has lost a significant number of the structures that typified this important period. Most of the historic commercial, religious, and educational structures that gave the community a sense of identity have been destroyed. Of the two schools, four stores, two churches, and the post office that existed in 1877 (and some into the second half of the twentieth century), only one of the churches and one of the schools remains. Many of the older residences were also replaced during this period due to structural degradation, new ownership, and/or changes in architectural preferences. Concomitant with the loss of significant eighteenth and nineteenth-century buildings, the construction of modern infill structures has contributed to the loss of historical integrity. Of the 83 existing properties within the district, 53 (or two-thirds) date to the mid-twentieth century or later. Church Creek no longer has the ambience of a nineteenth-century village as a result of this later construction. This loss of shipbuilding facilities and commercial and residential structures associated with this important economic pursuit has greatly changed the nature of the village and resulted in a loss of cohesion in its streetscapes.

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8. Significance

Continuation Sheet 8.1

Significance

The village of Church Creek does not retain sufficient architectural or historical integrity to be recommended eligible under any National Register criteria. The town, which had its industrial roots in shipbuilding retains no historic or architectural remnants of that once important industry. The shipbuilding/seafaring era stretched from the mid-eighteenth century to the beginning of the twentieth century (1760-1910). During this period, the town of Church Creek developed and grew through the construction of two shipyards, a steamboat wharf, and numerous residences for shipyard managers, sailors, carpenters, painters, and lumbermen. Stores, schools, churches, and other facilities were built for use by both the Caucasian and African-American populations. Today there is little evidence of this industry or any of its associated structures. The late nineteenth-century depletion of local forests and the country's gradual switch from wooden to metal vessels after the Civil War ended the prominent industry resulting in a damaged local economy, a loss of jobs, and the neglect of existing dwellings. Many of the earlier residences, five of the seven historic stores, and all of the shipbuilding facilities have been removed and/or replaced with modern structures. These infill additions have resulted in a loss of cohesiveness within the district and have permanently altered the nineteenth-century streetscapes.

Historic Narrative

The town of Church Creek has had a long history with the shipping industry. Unlike many other areas on the Eastern Shore with agriculture as the main industry, Church Creek was settled in the mid-part of the eighteenth century by shipbuilders. Surrounded by forest and farmland, Church Creek village boasted a population of craftsmen not farmers. The town was established on an original land grant called "White Haven," which by 1767 was occupied only by Captain Ewing's shipyard (Mowbray 1983). It developed at that particular site for several reasons: its proximity to Old Trinity, one of the earliest churches in America; its location on Church Creek, a navigable stream that winds its way to the Chesapeake Bay by way of Fishing Creek and the Little Choptank River; and its accessibility to local oak and pine forests, which provided ample wood for a successful shipbuilding industry.

Although the shipbuilding industry began prior to the Revolutionary War, organized settlement did not occur until 1786 (Mowbray 1983). Settlement clustered along the east side of Church Creek, for which the town was eventually named. The road from Cambridge to Taylor's Island (now MD 16) provided access around the southeastern tip of Church Creek. A secondary road (now White Haven Road) left the main road near this site and followed the east side of the creek north toward its confluence with Fishing Creek. Along this secondary road, which accessed the early shipyards, the earliest residential construction appeared. Within a decade, the population had grown to such an extent that in 1795 a half-acre lot was purchased for the construction of a Methodist meetinghouse (Mowbray 1983). That same year the town appeared on Dennis Griffith's map. The earliest inhabitants were shipbuilders, carpenters, painters, and lumbermen.

The early dwellings occupied by shipbuilders were small one-and-a-half-story frame Cape Cod-type structures with dormers. This house form, typically associated with New England seaside villages, was prevalent in many small communities on the Eastern Shore. Several of these late eighteenth-century residences are still extant along White Haven Road, including White Haven (D-183) and the T. Vickers House (D-182), more commonly known as Perseverance.

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8. Significance

Continuation Sheet 8.2

By the turn of the nineteenth century additional Cape Cod dwellings were constructed, including the no longer extant Richardson House (D-41), the Willis House (D-180), and the Richardson Graveyard and House (D-184) along White Haven Road; and the J. Parker House (D-176) and the no longer extant Craddock (D-150), Cpt. Fooks (D-175), and Coulson (D-177) Houses along Church Creek Road (MD 16).

By the nineteenth century, Dorchester County shipbuilding facilities were located in Madison and Church Creek. The shipbuilding industry expanded to include two shipyards in Church Creek by the first half of the century. The Dixons, Linthicums, and Stewarts were early shipyard owners (Jones 1966:106). The main yard was located along the east side of the creek behind the Richardson Family Cemetery off White Haven Road (Linthicum 2002). The second facility was located off White Haven Road near its intersection with MD 16 on the Linthicum family farm just outside the southwestern limits of Church Creek. White oak and pine was lumbered from local forests and sawn at a mill along Black Water Road.

Like many other rural Maryland areas, Dorchester County had a large African-American population during the nineteenth century. Prior to the Civil War, Dorchester County was divided on the issue of slavery. The county's large plantations used slave labor to grow crops, such as tobacco and feed grains, which were labor-intensive to harvest. Many of these slaves were freed prior to the Civil War, despite limited abolitionist sentiment in the region. Consequently, there was a large free-black population in the Church Creek area. Fueled by the area's most outspoken abolitionist Daniel T. Orem, a Church Creek merchant, the African-American population established both a church and a public school in the small village. Prior to the opening of the school, African-American children attended school in the Orem's house, much to the dismay of other local residents (Weeks 1984:66).

During this period, a Baltimore steamboat line provided freight and passenger service along the Chesapeake Bay. The line sailed up Fishing and Church creeks with wharves at Madison, Woolford, and Church Creek (Richardson 2002). Church Creek was as far inland as the steamboats could travel and the village served as the endpoint of the line. Sailors and clerks that worked for the steamboat line occupied the town.

After the arrival of the steamboat, the small community developed into a market center, featuring stores and other services for the surrounding rural area. In 1846, White Haven Church was constructed along Main Street (Church Creek Road or MD 16) to replace an earlier church in the village. The church was constructed next to the 'Treaty Oak,' an ancient tree which local legend held was the site of colonial negotiations with local Native Americans (*The Daily Banner* 1971). Many new residences were built to house the town's growing population. The area of densest development was along Main Street (now Church Creek Road or MD 16) between its intersection with Golden Hill Road (now MD 335) and Daniel Orem's 1865 Federal-style residence constructed as a replica of Abraham Lincoln's Springfield home. Within this area, 20 dwellings lined the street, including the homes of Capt. Fooks and Capt. Brannock. Also within this stretch were the White Haven Church and its parsonage, the African-American church, the blacksmith and wheelwright shops of J. P. Graham, and the stores of L. Richardson, J. Jefferson, and J. Parker (Lake, Griffing & Stevenson 1877).

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8. *Significance*

Continuation Sheet 8.3

Church Creek reached its economic and industrial heyday during and just after the Civil War. By 1875, local lumber had become scarce and shipbuilding declined as a major industry (Flowers 1969:40). The Lake, Griffing & Stevenson atlas of 1877 (published at the end of the shipbuilding period) illustrated the built environment that resulted from the village's earlier success. Church Creek consisted of 68 buildings, including approximately 50 primary dwellings (including two parsonages), four stores, two schools, two churches, two wheelwright shops, one blacksmith shop, one storehouse, one cemetery, and one steamboat wharf. The atlas does not indicate that the shipyards were in operation during that period, which may have been a reflection of the downturn of the industry.

By the last quarter of the nineteenth century, Church Creek had passed its heyday as a shipbuilding center. Metal vessels powered by steam grew in use and production after the Civil War, gradually replacing wooden sailing vessels (Jones 1966:249). The 1880 census for Church Creek reflected the change in occupation of its residents from shipbuilders and carpenters to sailors, steam clerks, and oyster planters (US Census Records 1880). Although the type of occupation changed, almost half of the workforce maintained sea-based employment. The census also indicated that 19 of the town's 73 households were African-American and that the two racial groups lived interspersed within the community.

The early twentieth century brought many changes to Church Creek. The post office, which had occupied J. Jefferson's store on the north side of MD 16, moved to its current location at the southeast corner of MD 16 and MD 335. The addition of three stores gave the village a total of seven commercial establishments that were all clustered around the town's three-way intersection. In 1938, a tomato cannery was built just outside the eastern limit of the borough. The cannery employed hundreds of seasonal workers providing the town with its biggest twentieth-century industry. Many workers built houses along MD 16 near the cannery. The three-way intersection of MD 16, MD 335, and White Haven Road was altered resulting in the removal of Rue Vicker's store. Additional houses were constructed within the town, occupying formerly empty lots or being built on the site of an older removed residence. One of the biggest changes came with the closing of the steamboat line. Employees turned to other sea-based occupations, becoming "watermen" engaged in sailing, fishing, crabbing, and oystering. Limited small-scale shipbuilding continued at the Linthicum yard into the mid-twentieth century.

Since the 1950s, the town has seen a decline in population, employment, and the built environment. The Maryland Wire Belt Factory, formerly the tomato cannery, closed, taking with it hundreds of jobs. The building currently is vacant. Five of the town's seven stores were removed and the remaining two are no longer used for commercial purposes. The fire station was built on the site of Sam Jones' former store. Public schools consolidated, closing both the 'white' and 'black' schools in Church Creek. The 'white' school was torn down and replaced with a public park; the 'black' school is vacant. Shipbuilding activities ceased altogether. Currently, Church Creek is a linear town composed almost exclusively of private residences. There are no public facilities, such as stores, businesses, or schools, to indicate the bustling community that it was in the mid-nineteenth century. According to locals, most of the current residents are retired or work elsewhere.

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Church Creek Borough, MD 21622
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Private and Public

9. Major Bibliographical References

Bourne, Michael
1975 Maryland Historical Trust Worksheet for Church Creek (D-654). On file at the Maryland Historical Trust, Crownsville, MD.

The Daily Banner
1971 "All That's Left." *The Daily Banner* [Cambridge, MD], 22 Mar. 1971.

Flowers, Thomas A. (ed.)
1969 *Dorchester Tercentenary - Bay Country Festival, 1669-1969*. Dorchester Tercentenary Committee, Dorchester County, MD. Copy on file at Dorchester County Public Library, Cambridge, MD.

Jones, Elias
1966 *New Revised History of Dorchester County, Maryland*. Tidewater Publishers, Cambridge, MD.

Lake, Griffing & Stevenson
1877 *An Illustrated Atlas of Talbot and Dorchester Counties, Maryland*. Philadelphia, PA.

Linthicum, Benjamin
2002 Conversation with Mr. Benjamin Linthicum. August 22, 2002.

Mowbray, Calvin W.
1983 "Church Creek Was Town's First Name." *The Daily Banner* [Cambridge, MD], 19 April 1983.

Richardson, Ronnie
2002 Conversation with Ms. Ronnie Richardson, Church Creek post master. August 20 and 22, 2002.

US Census Records for Dorchester County, Church Creek, 1880. Census transcribed by Debra Smith Moxey, March 1994.
On file at the Dorchester County Public Library, Cambridge, MD.

Weeks, Christopher (ed.)
1984 *Between the Nanticoke and the Choptank*. Johns Hopkins University Press, Baltimore, MD.

10. Geographical Data

Acreage of surveyed property approximately 35 acres

Acreage of historical setting unknown

Quadrangle name Church Creek, MD (1982)

Quadrangle scale: 1:24,000

Maryland Historical Trust Addendum to Maryland Inventory of Historic Properties Form

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11. Form Prepared By

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September 2002

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February 22, 2002

PRESERVATION VISION 2000: THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS

I. GEOGRAPHIC REGION:

- X EASTERN SHORE (ALL EASTERN SHORE COUNTIES AND CECIL)
- WESTERN SHORE (ANNE ARUNDEL, CALVERT, CHARLES, PRINCE GEORGE'S, ST. MARY'S)
- PIEDMONT (BALTIMORE CITY, BALTIMORE, CARROLL, FREDERICK, HARFORD,, HOWARD,
MONTGOMERY)
- WESTERN MARYLAND (ALLEGANY, GARRETT, WASHINGTON)

II. CHRONOLOGICAL/DEVELOPMENTAL PERIODS:

- X RURAL AGRARIAN INTENSIFICATION (A.D. 1680-1815)
- X AGRICULTURAL-INDUSTRIAL TRANSITION (A.D. 1815-1870)
- X INDUSTRIAL/URBAN DOMINANCE (A.D. 1870-1930)
- X MODERN PERIOD (A.D. 1930-PRESENT)
- UNKNOWN PERIOD (PREHISTORIC; HISTORIC)

III. HISTORIC PERIOD THEMES:

- X AGRICULTURE
- X ARCHITECTURE, LANDSCAPE, ARCHITECTURE, AND COMMUNITY PLANNING
- X ECONOMIC (COMMERCIAL AND INDUSTRIAL)
- GOVERNMENT/LAW
- MILITARY
- X RELIGION
- X SOCIAL/EDUCATIONAL/CULTURAL
- TRANSPORTATION

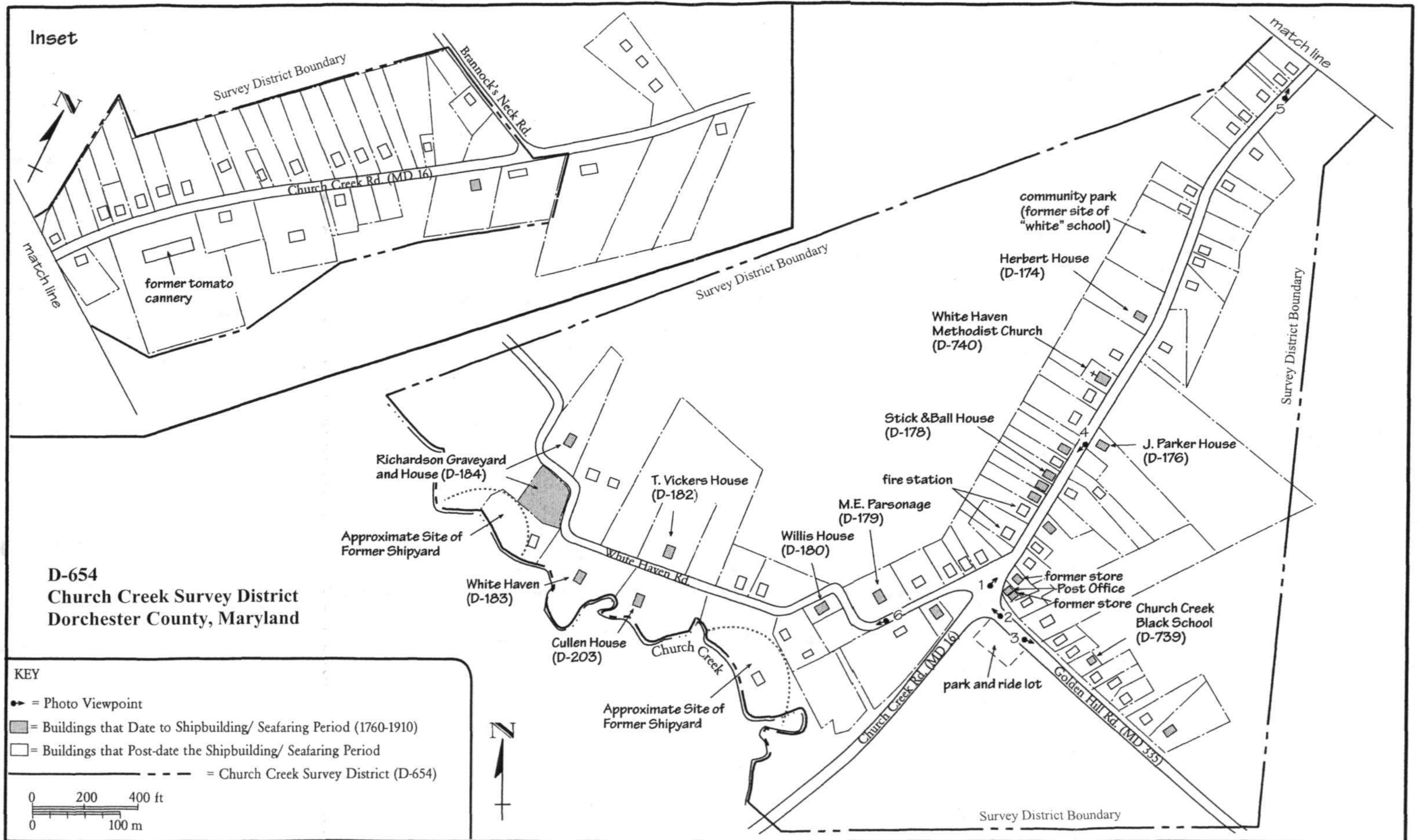
IV. RESOURCE TYPE:

CATEGORY: district

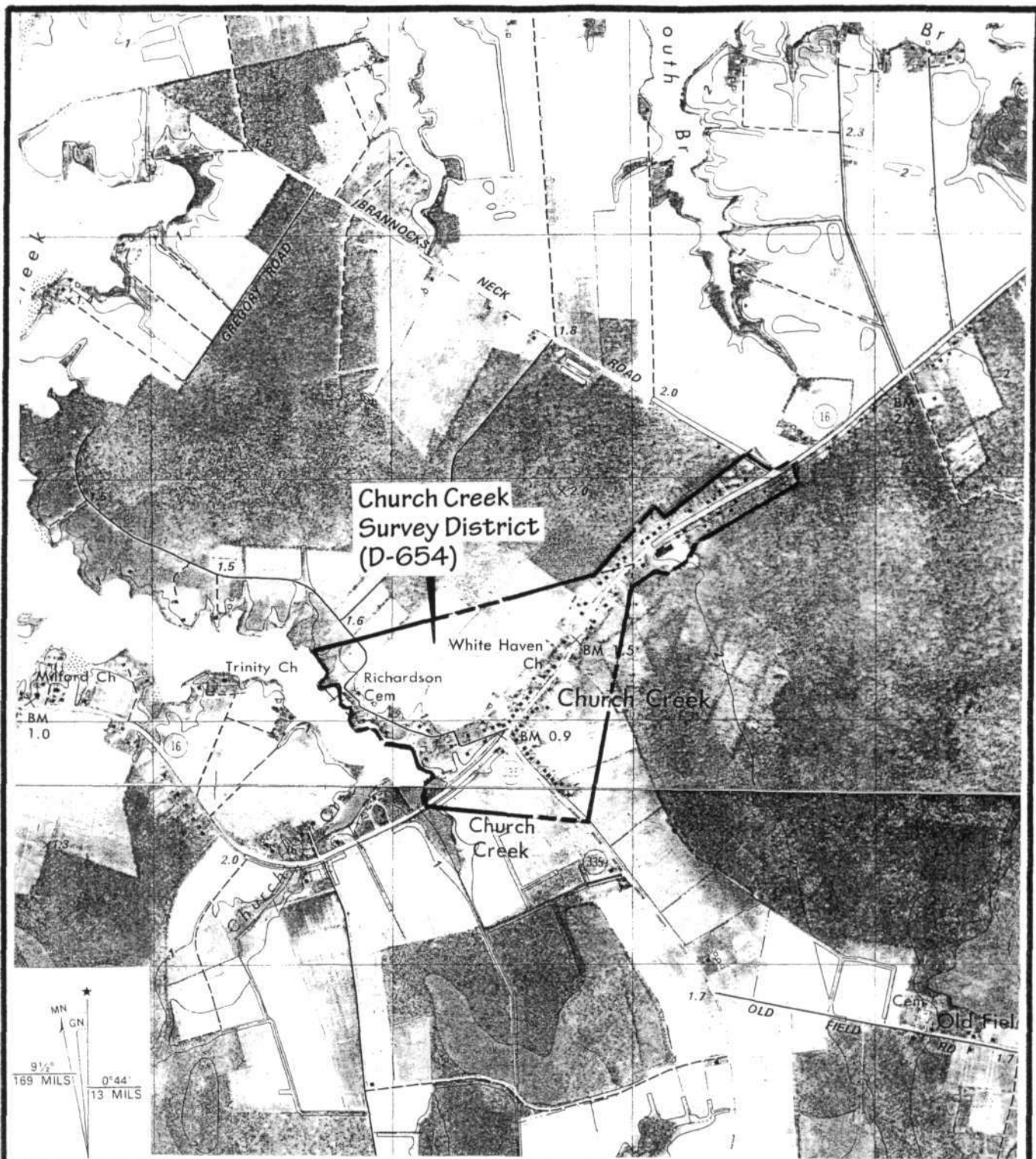
HISTORIC ENVIRONMENT: rural

HISTORIC FUNCTION(S) AND USE(S): commerce/trade, domestic, education, industry, religion, social

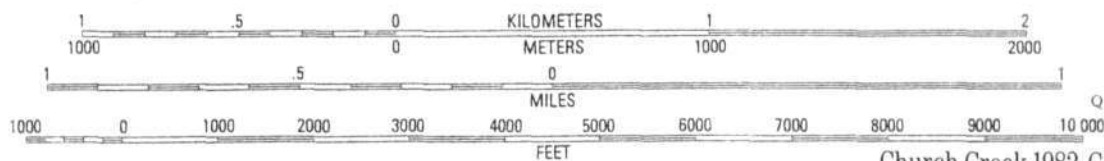
KNOWN DESIGN SOURCE: none



D-654



CONTOUR INTERVAL 1 METER SCALE 1:24 000



QUADRANGLE LOCATION

Church Creek 1982, Golden Hill 1981, MD



D-654

Church Creek Survey District
Dorchester Co, MD

Wendy Zug-Gilbert

Sept 2002

Maryland SHPO

View NE along MD 16 from its intersection with MD 335
and White Haven Rd. Post office on corner flanked by
former stores. New fire station across MD 16.

1 of 6



D-654

Church Creek Survey District
Dorchester Co, MD

Wendy Zug-Gilbert

Sept 2002

Maryland SHD

view NW along MD 335 across intersection with MD 16
and White Haven Rd.

2 of 6



D-654

Church Creek Survey District
Dorchester Co, MD

Wendy Zyg-Gilbert

Sept 2002

Maryland SHPD

view of 20th-century dwellings on NE side of MD 335
facing SE

3 of 6



D-654

Church Creek Survey District
Dorchester Co, MD

Wendy Zug-Gilbert

Sept 2002

Maryland SHPO

View SW along MD 16 toward MD 335



D-654
Church Creek Survey District
Dorchester Co, MD

Wendy Zug-Gilbert
Sept 2002
Maryland SHPO

view of 20th century dwellings on West side of MD 16
near Brannock's Neck Rd, facing NE

5 of 6



D-654

Church Creek Survey District
Dorchester Co, MD

Wendy Zug-Gilbert
Sept 2002
Maryland SHPD

view SW along White Haven Rd near site of
former shipyard,

6 of 6

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

| | | | | | |
|--|--|---|---|--|-------------------------------------|
| 1. NAME | | | | | |
| COMMON: | | | | | |
| Church Creek | | | | | |
| AND/OR HISTORIC: | | | | | |
| 2. LOCATION | | | | | |
| STREET AND NUMBER: | | | | | |
| Rt. 16 | | | | | |
| CITY OR TOWN: | | | | | |
| STATE | | | COUNTY: | | |
| Maryland | | | Dorchester | | |
| 3. CLASSIFICATION | | | | | |
| CATEGORY (Check One) | | OWNERSHIP | | STATUS | ACCESSIBLE TO THE PUBLIC |
| <input checked="" type="checkbox"/> District | <input type="checkbox"/> Building | <input type="checkbox"/> Public | Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered | <input checked="" type="checkbox"/> Occupied | Yes: |
| <input type="checkbox"/> Site | <input type="checkbox"/> Structure | <input type="checkbox"/> Private | | <input type="checkbox"/> Unoccupied | <input type="checkbox"/> Restricted |
| <input type="checkbox"/> Object | <input checked="" type="checkbox"/> Both | <input type="checkbox"/> Preservation work in progress | | <input checked="" type="checkbox"/> Unrestricted | <input type="checkbox"/> No |
| PRESENT USE (Check One or More as Appropriate) | | | | | |
| <input type="checkbox"/> Agricultural | <input type="checkbox"/> Government | <input type="checkbox"/> Park | <input type="checkbox"/> Transportation | <input type="checkbox"/> Comments | |
| <input checked="" type="checkbox"/> Commercial | <input type="checkbox"/> Industrial | <input checked="" type="checkbox"/> Private Residence | <input type="checkbox"/> Other (Specify) | | |
| <input type="checkbox"/> Educational | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Religious | | | |
| <input type="checkbox"/> Entertainment | <input type="checkbox"/> Museum | <input type="checkbox"/> Scientific | | | |
| 4. OWNER OF PROPERTY | | | | | |
| OWNER'S NAME: | | | | | |
| Multiple | | | | | |
| STREET AND NUMBER: | | | | | |
| CITY OR TOWN: | | | STATE: | | |
| 5. LOCATION OF LEGAL DESCRIPTION | | | | | |
| COURTHOUSE, REGISTRY OF DEEDS, ETC: | | | | | |
| Dorchester County Courthouse | | | | | |
| STREET AND NUMBER: | | | | | |
| High Street | | | | | |
| CITY OR TOWN: | | | STATE | | |
| Cambridge | | | Maryland | | 21613 |
| Title Reference of Current Deed (Book & Pg. #): | | | | | |
| 6. REPRESENTATION IN EXISTING SURVEYS | | | | | |
| TITLE OF SURVEY: | | | | | |
| DATE OF SURVEY: | | | | | |
| <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local | | | | | |
| DEPOSITORY FOR SURVEY RECORDS: | | | | | |
| STREET AND NUMBER: | | | | | |
| CITY OR TOWN: | | | STATE: | | |

| 7. DESCRIPTION | | | |
|---|---|--|---|
| CONDITION | (Check One) | | |
| | <input type="checkbox"/> Excellent | <input checked="" type="checkbox"/> Good | <input type="checkbox"/> Fair |
| | (Check One) | | (Check One) |
| | <input checked="" type="checkbox"/> Altered | <input type="checkbox"/> Uncolored | <input type="checkbox"/> Moved |
| | | | <input checked="" type="checkbox"/> Original Site |
| DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE | | | |
| <p>The buildings in Church Creek are few and mostly built along the streets of this small crossroads town. They appear to date from the late 18th century, up into the late 19th century. Many dwellings are typical of the county in that they are the usual one and one-half story frame structure but each is different and deserves specific mention for its details. There are also several small two story dwellings which date throughout the 19th century either as separate dwellings or as additions to earlier dwellings. Of interest are also the late 19th century store buildings, the Methodist church, and the two former schools. The town represents a good cross section of rural architecture mostly throughout the 19th century.</p> <p>Buildings included in the inventory of historic dwellings compiled in 1969-71 are the following:</p> <p>✓ D- 41 - Richardson House - probably late 18th century frame one and one-half story dwelling owned by Mr. Leon Jones. The oldest portion appears to be the central portion and west part as the central portion has original paneled shutter and weatherboard.</p> <p>D-150 - Craddock House Site - It was located on the last parcel of land before crossing the upper reaches of Church Creek branch of Fishing Creek. It was the home of Thomas King Carroll.</p> <p>D-174 - Herbert House - A mid-19th century two story frame house with corner pilasters and bracketed cornice with a one and one-half story wing to the rear. Owned in 1877 by D. T. Orem.</p> <p>D-175 - Capt. Fooks House (1877) - This building is three small units, the end units having two windows and central door while the middle section has only one window and door. Each section possesses a dormer. They probably date from the early 19th century. It was owned in 1877 by Capt. Fooks.</p> <p>D-176 - J. Parker House (1877) - This is a three bay long one and one-half story early 19th century frame dwelling with small wing to the rear.</p> <p>D-177 - A. W. Coulson House (1877) - This building is almost identical to the Parker House, except it has two dormers rather than three and the wing is on the same axis as the main part.</p> <p>D-178 - "Stick and Ball" House - This is a relatively plain late 19th century, two story structure with a finely executed stick and ball decoration on the porch. To the rear of the house is a small brick outbuilding.</p> | | | |

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input checked="" type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input checked="" type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input checked="" type="checkbox"/> Political | <input checked="" type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | | |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | | |

STATEMENT OF SIGNIFICANCE

Church Creek is important architecturally because it possesses several vernacular dwellings in good condition representing a good cross section of the vernacular architecture of Dorchester County throughout the 19th century.

In the legislative enactments of 1683, 1688 a town to be called Dorchester Town was established at the present location of Church Creek. It is not mentioned in the enactments of 1706, 1707, 1708 which either means that it was eclipsed by other towns, or that it was already well established.

At some time during its life it was called White Haven, but the date of this name is not mentioned in the written sources. The town apparently grew up around the ship building industry which was so prevalent around the Chesapeake Bay in the early days.

The town is also of importance because it was the home of one of Maryland's Governors: Thomas King Carroll.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Jones, Elias, History of Dorchester County, 1902.

Laskowski Papers, 1955.

Raps, John W., Tidewater Towns, Colonial Williamsburg Foundation, Williamsburg, Virginia, 1972.

10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | OR | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | |
|--|-------------------------|-------------------------|----|---|-------------------------|--|
| CORNER | LATITUDE | LONGITUDE | | LATITUDE | LONGITUDE | |
| | Degrees Minutes Seconds | Degrees Minutes Seconds | | Degrees Minutes Seconds | Degrees Minutes Seconds | |
| NW | ° ' " | ° ' " | | ° ' " | ° ' " | |
| NE | ° ' " | ° ' " | | ° ' " | ° ' " | |
| SE | ° ' " | ° ' " | | ° ' " | ° ' " | |
| SW | ° ' " | ° ' " | | ° ' " | ° ' " | |

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

SEE INSTRUCTIONS

11. FORM PREPARED BY

| | | |
|---|-------------------|--------------|
| NAME AND TITLE: Michael Bourne, Architectural Consultant | | |
| ORGANIZATION Maryland Historical Trust | | DATE 1975 |
| STREET AND NUMBER: Shaw House, 21 State Circle | | |
| CITY OR TOWN: Annapolis | STATE Maryland | 21401 |

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature _____

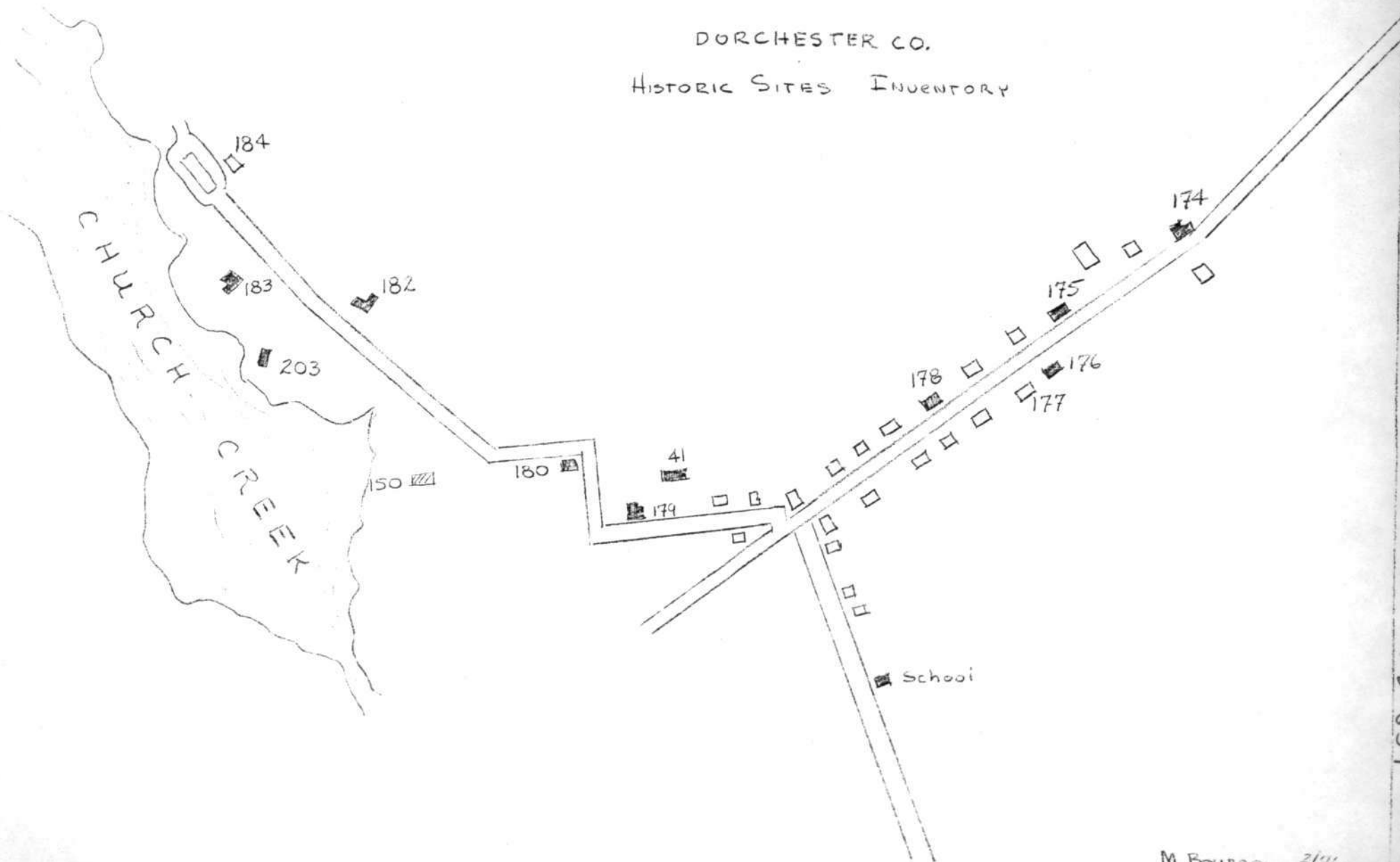
CHURCH CREEK
#7 (continued)

- D-179 - M.E. Parsonage (1877) - A federal style frame dwelling, two storys in height and three bays long with a one and one-half story, two bay long wing.
- D-180 - Willis House - One of the most interesting early 19th century small dwellings is this one and one-half story dwelling with exposed back of the fireplace. It is two bays long with central door. There is also a one story wing which has an arched motif above a batten door. This was probably an arcade to the kitchen as was the case at the Dr. Dorsey Wyvill House pictured in Elis Jones, History of Dorchester County.
- D-182 - T. Vickers House (1877) - Formerly the residence of Mr. and Mrs. Leon Jones, is a handsome mid-19th century, one and one-half story dwelling. It has been moved back from the road about 20 feet. It is three bays long with central door having transom and sidelights. There is also a screened porch. The windows have 6/6 sash and louvered shutters. To the rear is an earlier dwelling forming a hyphen and wing.
- D-183 - White Haven - A handsome combination of two periods is represented in this dwelling. The earliest portion is the one and one-half story portion of it being a Federal period house, with a mid-19th century two story wing. In the 1877 Atlas it was owned by J.M. Willis.
- D-184 - Richardson Graveyard and House - East of the Richardson graveyard is a house similar in composition to the earlier two portions of White Haven on the adjoining property.
- D-203 - Cullen House - This house has been moved from across the creek. It is composed of two seperately built rooms, one with a corner stair, the other with exposed beaded joists and floor boards. It has been remodeled by the present owner.

CHURCH CREEK

DORCHESTER CO.

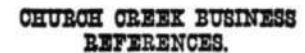
HISTORIC SITES INVENTORY



M Bourne 2/16

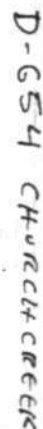
D-654

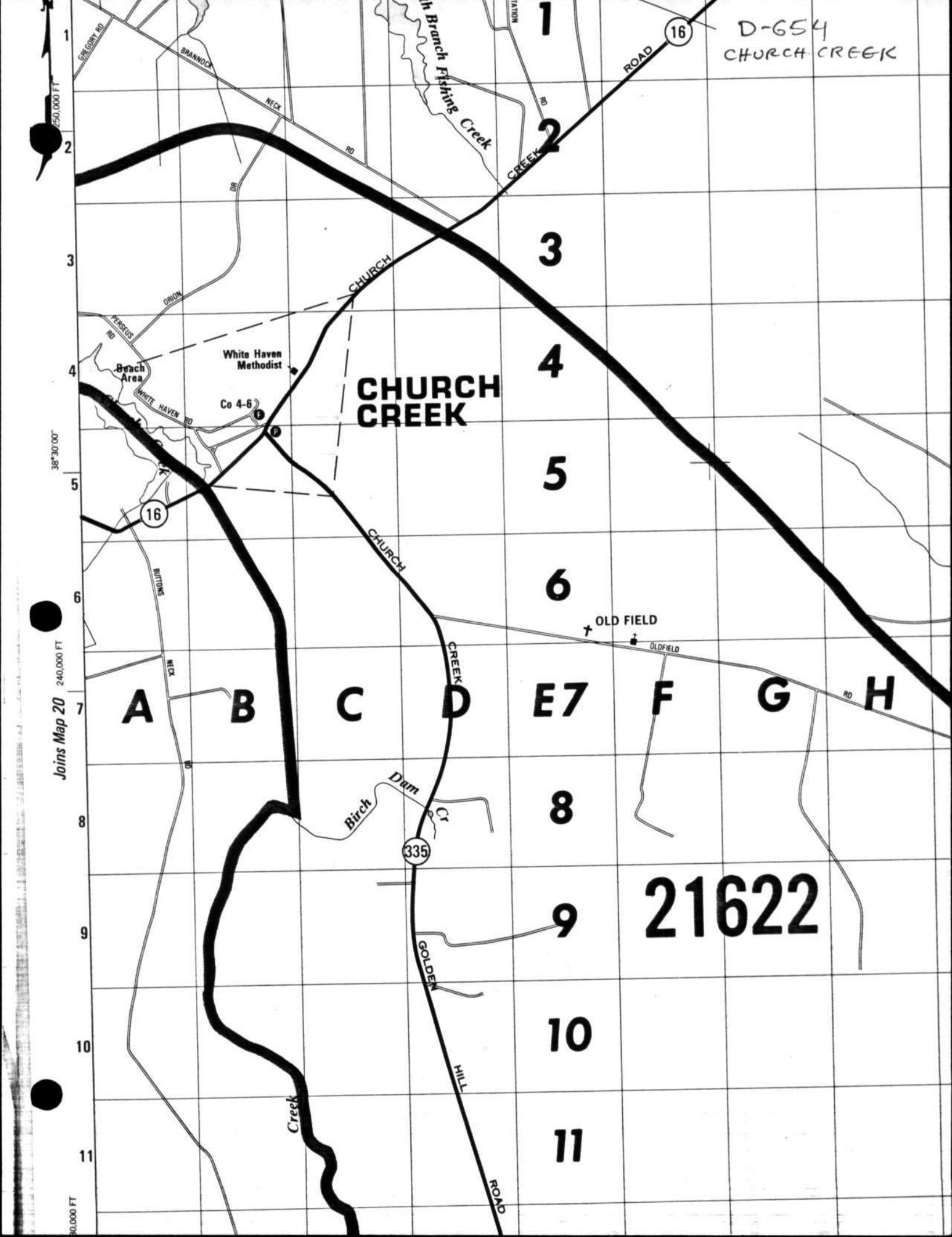
DORCHESTER CO.
(Church Creek Dist.)



W. A. VANE, Ship Carpenter.

DORCHESTER CO.





D-654
CHURCH CREEK

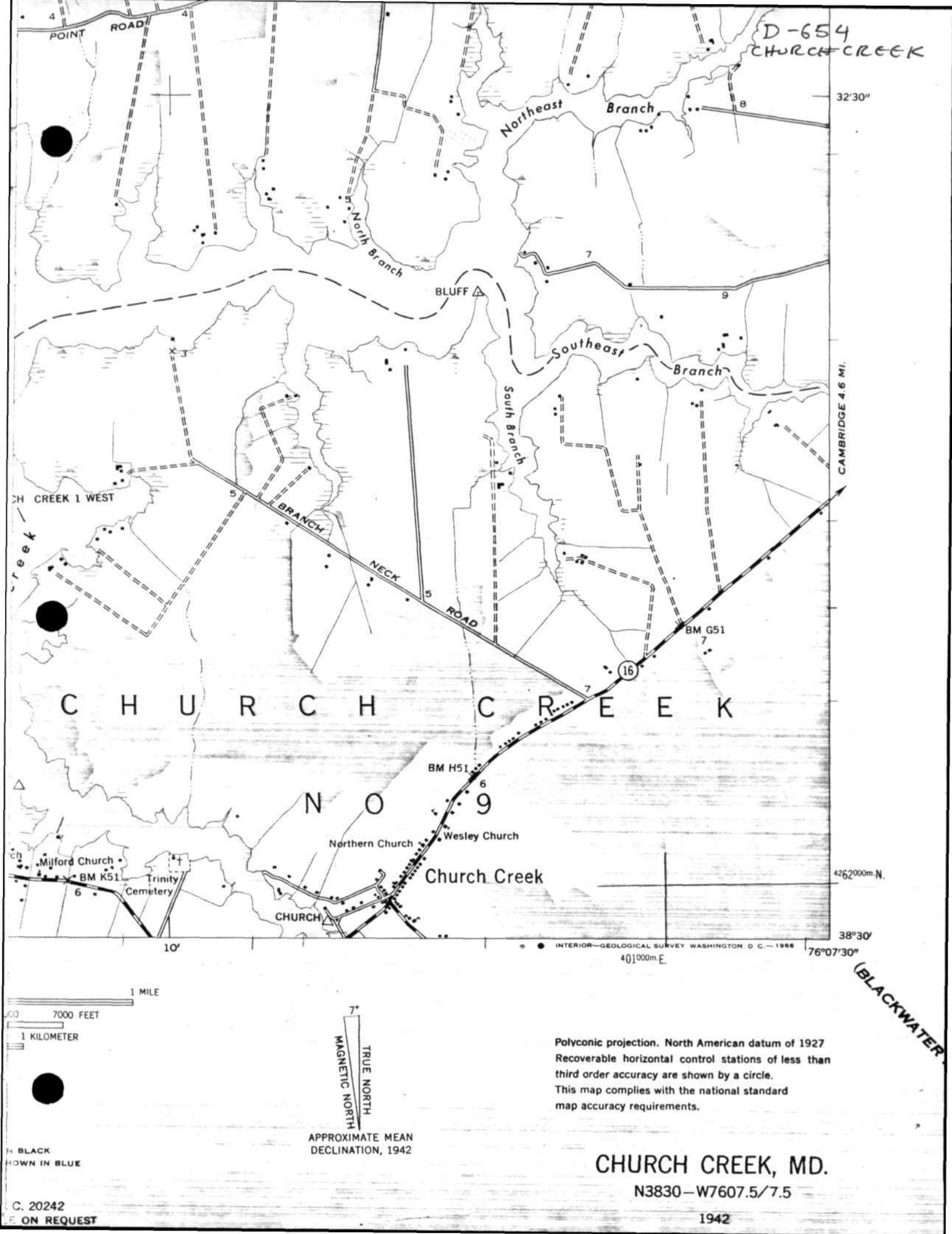
**CHURCH
CREEK**

21622

Joins Map 20

240,000 FT

250,000 FT





Church Creek - courtesy Mrs Hilda Spicer Wiley, Taylors Island

old photo of Church Creek scene

D-

D-654

orig photo: Mrs. Hilda Spicer Wilkey, Taylor's Island

copy by Chuck Engstrom 12/25